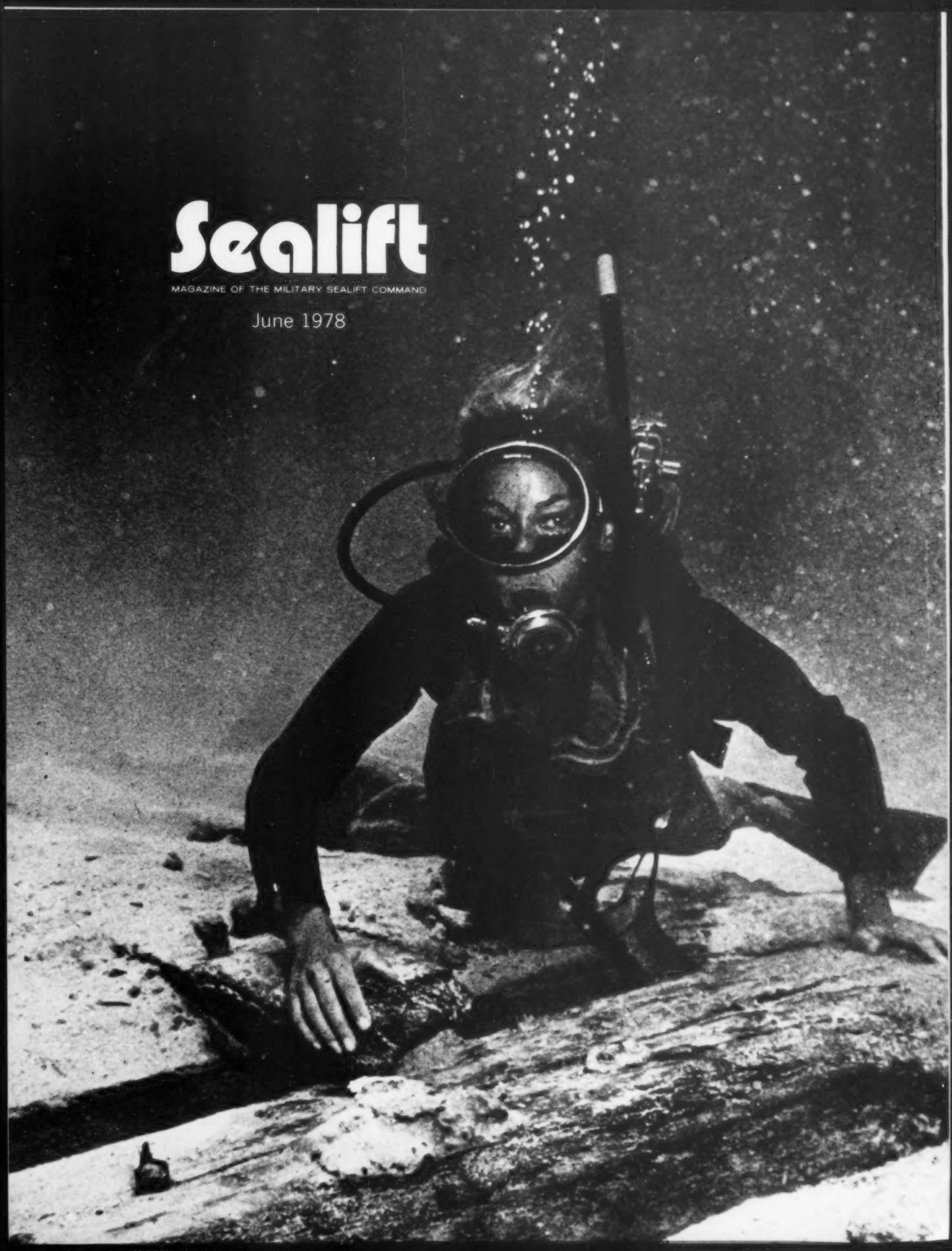


Sealift

MAGAZINE OF THE MILITARY SEALIFT COMMAND

June 1978

Thanks for a Grand Year

On the occasion of my first anniversary as commander, I thought it appropriate to pass on some of my thoughts concerning our organization.

When I reported on board one year ago, I was well aware that I was joining a first-rate outfit with an exceptional reputation. Everything that has happened since has confirmed my initial assessment. I am indeed proud to be a part of such a team.

Looking ahead, I am most anxious to continue our championship form. We must be careful to not rest on our laurels, but always to seek better and more cost effective ways of doing our job. There is no such thing as a good static organization. Those two adjectives are simply not compatible.

Much more in line with our proven record are such words as dynamic, imaginative and forward looking. The argument that "we have been doing it that way for years" is all too often an indication of organizational paralysis. This we cannot afford.

Our overall complexion has changed dramatically over the past few years, and will most certainly continue to change. We are increasingly involved in the fleet support and special project missions and they place great demands on us across the board. Coincidentally, our sealift mission, always our first priority, continues to assume greater and greater importance for both peace and war. Planning for contingency sealift is becoming much more detailed and complex.

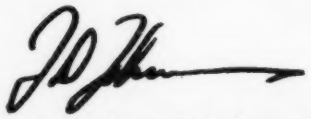
Ship employment and tasking are also becoming significantly more challenging and the demands placed on our mariners, both civilian and military, are multiplying rapidly.

At the same time, many of our ships have reached the "senior citizen" category and represent an unparalleled readiness challenge to their crews. It is a constant source of pride to me that we continue to routinely surpass the high degree of reliability required by our customers.

These major trends are accompanied by a host of others. Combined, they will tax our expertise to the utmost. Typical are: the increasing requirement for containerization of Department of Defense cargo; the divergent trends in military and merchant marine communications systems; the acquisition of additional support ships for civilian manning, the growing complexity of special project ship sponsors' equipment and their operational requirements. The list is almost endless.

The MSC future is not for the faint-of-heart or the stick-in-the-mud. Fortunately, these are not characteristic of our community and I am very confident that we can, as in the past, march on down the road with a sure and rapid step.

As captain of the team I ask for your continued strong support. Together we can lick our weight in wildcats. Thanks for giving me a grand year.



Commander, Military Sealift Command

COVER: A diver floats over timbers of a 19th century ship wrecked off the Islands of Devils. More than 300 wrecks lie scattered over the ocean floor around Bermuda. See other wreck photos and story on page 11.

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Sealift

MAGAZINE OF THE MILITARY SEALIFT COMMAND

Vol. XXVIII No. 6 Washington, D.C. June 1978

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Officer McGee

MSC's first licensed woman officer goes to sea.

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EEO director sees brighter future for women.

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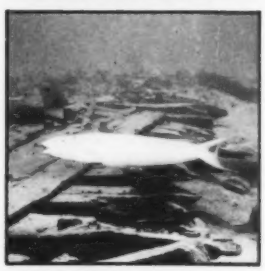

Underwater Treasures

A tile fish views an English wreck before its clearing.

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Another First For 3rd Officer McGee

By Louis Panarale

Photos by John Delia

McGee plots a course in the chart room.

"I'm not interested in breaking down barriers," said the young graduate of the New York maritime college at Fort Schuyler in the Bronx, N.Y. "I look at it as an excellent career that I am going to enjoy."

The career the graduate referred to was as third officer aboard the USNS Kane, an oceanographic survey ship operated by Military Sealift Command, Atlantic.

In June, Karen McGee, 21, became the first licensed female mariner permanently employed by MSC. However, MSC has had a variety of situations where women were stationed aboard MSC-operated ships.

Female nurses have long been assigned to provide medical care for MSC mariners at sea. Women scientists employed by oceanic research organizations also have worked aboard MSC ships and women midshipmen from maritime academies have fulfilled their academic requirements with sea duty aboard command ships.

Being first is hardly new to Miss McGee. She was the first in her family to choose a career at sea. She was the first female to be accepted into State University of New York Maritime College, the oldest institution of its kind in the nation. And in May she was among the first five women cadets to graduate from the college.

Miss McGee entered college in 1974, the school's centennial, and other women followed shortly afterward. She graduated with a bache-

Kane master George Leidiger and McGee discuss ship operations.

lor's degree in meteorology and oceanography.

Her fellow women graduates who have found jobs as third mates with other maritime agencies are: Wendy Maddox with Sun Oil, Lorraine Keegan with Exxon, Colett Crowther with American Export, and Karen M. Magliocca, now working ashore for Exxon.

Miss McGee said the maritime academy was familiar to her before she decided to enroll there as a student. "My uncle is on the faculty of the science department and teaches physics and chemistry," she said.

With some guidance from her uncle, Miss McGee decided to study oceanography at the maritime college. "I plan to make oceanography my career at sea. My parents are all for it. I don't know how they would feel if I was going on a tanker, but ocean research doesn't bother them," she said.

She said that while working on an oceanographic survey ship she will likely have the company of other women who are often among scien-

Third Officer Karen McGee stands watch on the bridge of USNS Kane.

tists who conduct research and survey operations.

Looking back on her early days at the maritime college, Miss McGee said that the institution had to go through some growing pains to adjust to women on campus. "In the beginning there were some problems. They didn't have separate locker rooms for women but now they do. There were some people who weren't sure it was a good idea to have women enrolled at the college but I never had any qualms about going there," she said.

"My parents were all for my going to the school. We live in the Bronx and I was only 10 minutes from home."

Miss McGee said she became interested in working for MSC when a recruitment team from MSC, Atlantic visited campus and explained the advantages that a new officer would have in working for the command.

Miss McGee said she knew nothing about MSC but was immediately interested when she learned that the command operates oceanographic survey ships.

Life at sea will not be new to Miss McGee. The New York maritime college has a training ship, the Empire State, which it received the same year she enrolled at the school. Midshipmen operate the ship on cruises each year. Miss McGee trained aboard this ship which once was a troop carrier, the USNS Barrett, operated by MSC. ⚓

EEO Director Sees Brighter Future For Working Women

By Louis Panarale

"Today's high school girl can think about being a U.S. Marine Corps officer, a carpenter, a boilermaker, an accountant or a business manager."

As far as Andrea Diane Graham is concerned, the climate has never been better for women to take up new challenges in careers never before open to them.

Graham, director of Federal Equal Employment Opportunity at the U.S. Civil Service Commission, said significant strides have been made by women in professions and trades once considered the strict domain of males.

But, Graham said, the time is coming when even greater opportunity for women will not be considered phenomenal. "We are in a period of transition where the dust hasn't settled yet, but we are moving toward an acceptance of differing roles for women," she said.

During her Civil Service career, Graham has worked as a contract specialist and procurement analyst with the Department of Navy and the Department of Defense.

In an interview, preceding a talk to Military Sealift Command managers, Graham expressed some of her feelings on where women may be heading in expanding their careers in Civil Service and industry.

When informed that the women who have sought shipboard jobs with MSC generally have indicated they would prefer to serve on research vessels that often have women aboard as part of the technical crews, she did not find that surprising.

"I think that in time women will feel more comfortable working in what has been the traditional male work situations," she said. "Being the only woman on a point-to-point tanker is a typical example where a woman may well feel uncomfortable.

"As more women enter these male-dominated professions, they will not have the feeling that they are token females and will begin to feel more comfortable at their jobs.

Illustration by Pamela Martin

"It is understandable that for women to feel more confident in their own skills in a male-dominated area, it will be helpful for them to have other women they can turn to. This may be necessary until women gain more acceptance from their male colleagues.

"One might argue that a woman's preference to work where there are other women may be a barrier toward her acceptance in male-dominated jobs. But eventually any barriers put up by women will fall in consonance with those put up by men."

Graham was asked to comment on the change of attitude in the Defense Department concerning women. Women now fly helicopters and other aircraft, for example, and fill many other jobs that were once exclusively male.

"I don't think the situation is anywhere near as good as it is going to get," she responded. "Right now, such examples in the military of women flying helicopters or other aircraft are in the category of breakthroughs.

"It's well and good when the public is made aware that a woman is flying a helicopter or piloting a plane or is an officer aboard a ship. But I will be glad when we get to the stage where we won't hear about these cases because they will have become commonplace. We are heading in that direction because the number of opportunities for women is growing."

Graham was asked if she thought there are greater opportunities to advance their careers in government or in private industry.

"It is hard to state flatly that opportunities are greater in the one area than they are in the other," she said.

"There have been strides made in government over a long period of time that are not

"The private sector seems to work under fewer constraints in placing women at high management levels."

reflected in private industry. For example, in government there is a better representation of women up the middle management level, although not nearly enough.

"On the other hand, the private sector seems to work under fewer constraints in placing women at the high management levels. If the chairman of a corporation decides that a particular woman is qualified to become a vice president, the promotion goes through with little delay.

"I would also say there is more flexibility in the business world in moving women around and getting them into higher positions.

"Everyone also must realize that the public mood is against expansion in federal employment. The number of federal jobs is shrinking. The federal government receives hundreds of thousands of job applications for relatively few jobs.

"Since the best opportunities for anyone are where there are the most jobs I would have to say that job opportunities in the federal government are fewer. I don't mean to downplay the role of the federal government in offering opportunities to women. I think that within its own limitations, the government has done a good job."

Graham was asked to comment on the attitudes of women who say they would rather not work for another woman.

"I think such an attitude is outmoded. In my career I have encountered only one woman who felt that way, and that was quite a number of years ago.

"Media publicity of the woman's movement has brought this issue into focus. As a result, many women have examined their feelings about working for other women.

"Women today seem to be more explicit on what they mean when they say they would not want to work for a particular woman. If we probe behind those attitudes we would often find that the woman would not work for anyone with those particular traits.

"Often a woman is not

"There have been strides made in government over a long period of time that are not reflected in private industry."

objecting to work for another woman but objecting to work for someone she does not feel compatible with."

Graham was asked how opportunities for graduating high school girls today compare with those when she attended high school.

"Career and job opportunities have opened up tremendously. When I was in high school, girls thought about becoming teachers, secretaries and nurses. Today's high school girl can think about being a U.S. Marine Corps officer, a carpenter, a boilermaker, an accountant or a business manager.

"Young women's career choices have previously been limited as much by being taught that they were not capable of doing certain jobs as by employment barriers.

"Today, a woman realizes that a waitress who lugs around hundreds of pounds of dishes from kitchen to table could lug bricks around a construction site, and make five times as much money.

"The world has expanded for the woman who wants to make changes in her working life, and I am really happy to see it."

Graham was asked if she has seen any significant changes in the family structure that give women more freedom to work outside the home.

"Any time a society has some

Photos by Louis Panarale

"The world has expanded for the woman who wants to make changes in her working life."

hide-bound tradition concerning the roles women should play, a change in those traditions is going to be unsettling at first.

"Take for example the dual role of parents caring for children during the day. Flexitime work schedules allow parents to stagger their work hours so that either husband or wife will be at home some part of the day to care for the children. This practice is hardly questioned any more.

"Today men are learning to cook and take care of a household, and to assist their working wives. These arrangements don't always work perfectly but that is part of the dust that needs to settle.

"Today most people seem to accept the idea that when both partners work outside the home it is only fair for both to work inside the home. I am very encouraged when I see more men participating in the daily care of their children.

"This is an exciting time for anyone to be working. Women are having fields opened up to them that were never opened before. Many women have had to reassess their values and ask themselves why they would never work for another woman. Some men have had to ask themselves the same question.

"I think we live in a healthy time and an exciting time. It is just beginning for women who seek new challenges and greater opportunities." ⚓

David Decouta straddles a cannon amid the ruins of a ship near Bermuda.

Beware the Islands of Devils

By Louis R. Granger

Photos by Vincent Cavaleri

The Spanish called the small islands in the Atlantic the Islands of Devils and warned their navigators to beware of the dangerous reefs around the Bermudas.

The islands only total approximately 20 square miles, but among their colorful living reefs are more than 300 wrecks, pushed on the reefs by wind and wave, or victims of faulty navigation or inaccurate charts.

Bermuda lay directly in the path of Spanish treasure ships. Sailing up from Chili and Peru, they were navigated through the Yucatan Channel to Havana, a frequent stopping point. From Havana they continued through the Bahamas Channel with the Gulf Stream to latitude 33 degrees where, once safely past the Bermuda reefs, they headed for the Azores.

Mariners regarded these uninhabited islands as the last of the perils before a relatively safe passage home.

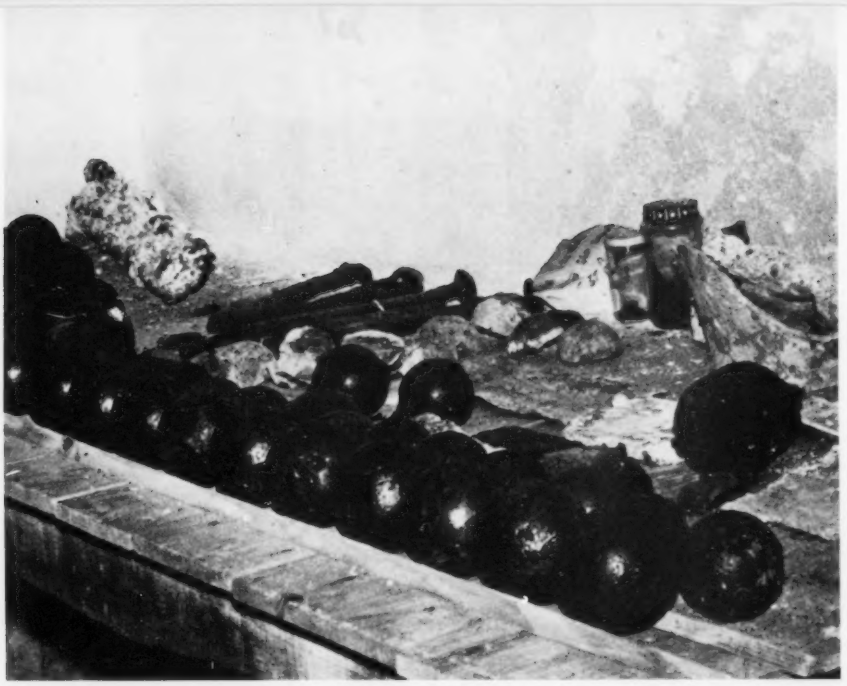
The photos that accompany this article were taken by Vincent Cavalari and show a sunken 20th century yacht; artifacts from the English ship Sea Venture wrecked off Saint George's Island in 1609; some of the remains and artifacts from the Galgo, a Spanish stores ship wrecked in 1638, and another English ship wrecked in the early 1800s.

The Ramona C was built in the 1920s and in 1967 was re-outfitted for charter work in the Bahamas. In December of that year it was being delivered by a 10-person crew when it struck a reef off North Rock killing five of its occupants.

On June 2, 1609 a relief fleet of seven ships and two smaller sloop-rigged pinnaces set sail from Plymouth to deliver materials to the settlers in Jamestown, Va. Indian hostility, disease and hunger threatened the survival of the settlers sent by the Virginia Company to colonize and Christianize the new land.

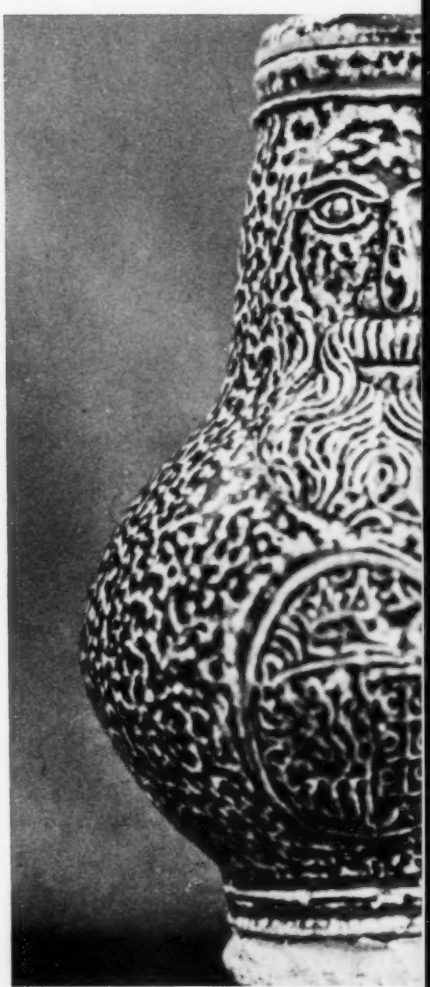
Adm. Sir George Somers was in command of the fleet. His flagship, Sea Venture, commanded by Capt. Christopher Newport, was the largest in the fleet at 290 tons and 98 feet long.

All went well until the fleet was off the Azores when a sudden storm



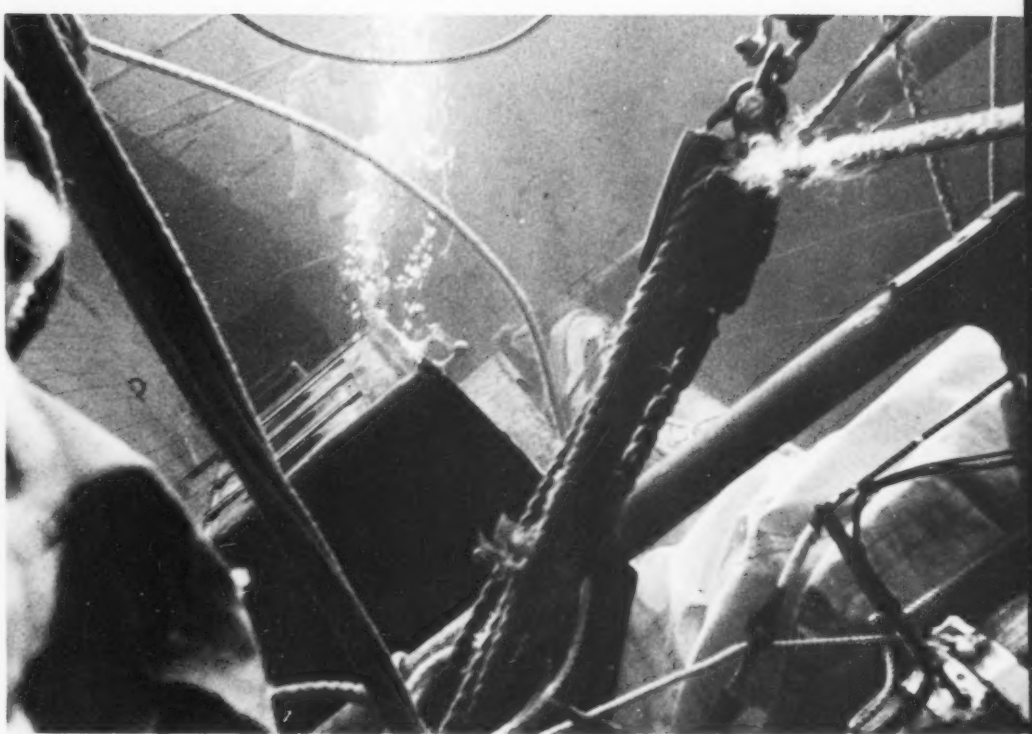
Artifacts from the Sea Venture include (from left) cannon balls, bar shot, incendiary shot, and a measuring reel.

This solid gold signet ring found on the Galgo traces a man's background. The flours de lis tell of his French mother, the crown on the signet explains his Spanish heritage. The design at right is his parish crest.



Ross Doe prepares to dive on the wreck of Ramona C.

Ornately styled, this rare Bellarmine jug was found in the wreckage of the Sea Venture.



Five people were killed when the Ramona C went down.

With a grease pencil and plastic board, Downing measures the wreck of the Galgo. Ballast rock is in the background.

scattered the vessels. The Sea Venture was alone on July 24 when it was hit by a hurricane. Wallowing in mountainous seas, leaking and about to sink, the crew spotted a rocky coast and Sir George headed the ship towards shore. She struck a submerged reef about half a mile off shore and wedged between two rocks.

The hurricane ended and after several journeys in the ship's longboat everyone was landed safely ashore.

Using timbers and materials from their wrecked ship, plus Bermuda cedarwood, the 150 survivors managed to build two vessels, the Deliverance and the Patience, in which they eventually reached Virginia.

There was an advantage to their having been shipwrecked in Bermuda. Most of the emigrants who reached Jamestown had died of disease and starvation during the winter while the Sea Venture survivors were living comfortably in the sunny Bermudas.

One of the Venture survivors was Captain Yeardley who was in charge of a detachment of soldiers aboard the ship. A direct descendant of Yeardley is Edmond Downing, originally from Virginia and now a resident of Bermuda.

A weekend diver and wreck historian, Downing had made many unsuccessful attempts to discover the Sea Venture wreck site when on Oct. 18, 1958 he and Floyd Heird were making a final search before winter and located what was left of the ship in about 30 feet of water. They brought up a rare Bellarmine jug, 80 cannon balls, incendiary shot, a paint

From the English wreck, divers found (clockwise from top right) an early medical instrument, a silver carved belt buckle, a piece of a crucifix, a silver fork, a belt buckle and a silver plated candlestick.

brush, a reel for measuring mileage and other less important artifacts. All items are now in Downing's private museum.

If a wrecked ship is located and a diver wants to work it he must apply for a permit from the government's wreck committee. If approval is given the diver must report every artifact to the committee. The government has first option to buy the items at prices set by experts. If the government has no interest the diver can keep the artifacts or dispose of them as he wishes.

Downing and Cavalari were part of a weekend diving team that discovered the Galgo from Downing's 45-foot converted British buoy tender that has six portholes located in a well in the hull.

Galgo was leading an armada of treasure ships out of Havana when it struck an unseen reef. A cannon was fired to warn the other ships which were able to escape the same fate.

Bermuda's permanent inhabitants arrived in 1612 when 60 British settlers arrived on the Plough. By the time the Galgo went aground in 1638 the population was approximately 3,000. Many of these people added to their income with what they could salvage from the wrecks, and they apparently worked over the Galgo.

But not everything was salvaged by the 17th century Bermudians. "The first thing we found was a solid gold ring," said Cavalari. "And that kept us going for 2½ years working weekends and holidays. We thought there must be more."

Although no more gold was found, the Galgo gave up one of the oldest deadeyes ever found, Spanish pottery, oliver jars, a granite cannon ball, a pewter cup, an earthenware bowl and a hand carved block.

Less is known about the English wreck, and the few treasures discovered by Downing's team have offered no clues to its identity. Found were a candle holder, a solid silver medical instrument believed to be a catheter, belt buckles, a fork, spoons and part of a crucifix.

Most artifacts settle under the keels of the ships, said Cavalari. Before a search begins, however, ballast rock must be removed. Then the sand covering the timbers is sucked out by a device that consists of an air hose placed in the opening of a pipe to create suction. After the sand is removed, the digging begins.

Cavalari said a lot of sand can be removed just by waving your hand, "but that's the primitive way."

Editor's Note: More of Cavalari's underwater photographs will appear in a forthcoming issue of Sealift. ⚓

The 11 years Vincent Cavalari lived in Bermuda were productive in many ways. He began a diving-photography hobby that still pays dividends, studied marine life, married an English stewardess and started a family. Now an electronics technician in the radar division of Naval Research Laboratory, Cavalari went to Bermuda in 1963 as an electronics engineer with Columbia University.

He began diving in the clear and fertile waters of the islands and then became interested in underwater photography. He also studied local marine life and gave lectures at the Bermuda Biological Station for Research.

As he perfected his photographic skills, he and his wife Christine were in demand as lecturers. They gave slide shows for various tourist and church groups, and were employed as underwater photographers by the Bermuda tourist industry. Lloyds of London hired him to dive under a Soviet cruise ship that had been run aground. "I photographed a 72-foot hole in the ship that the captain had said was not there."

When Columbia closed its laboratory, Naval Research Laboratory took over the accoustical program on which Cavalari was working. He came to the Washington, D.C. area in 1974 and began focusing his cameras on something more suited to their Northern Virginia home—horses and pets.

Photo by David Dickenson

New Beginning For USNS Hess

Rear Adm. Harry Hammond Hess was a distinguished geologist and geophysicist who achieved success and recognition as both a scientist and naval officer before he died in 1969.

So when it came time for the Navy to name a newly acquired deep ocean survey ship after a distinguished naval officer, the choice was an easy one.

The Canada Mail, a general cargo ship, has been converted to its present configuration and renamed USNS H. H. Hess. It is now operated by Military Sealift Command.

In ceremonies at the Naval Supply Center, Oakland, Calif., the admiral's widow was welcomed aboard the ship for an unveiling of a portrait of Admiral Hess which was then permanently mounted aboard ship.

Admiral Hess began his naval career in 1941 when he left his professorship at Princeton University for active duty as a Navy lieutenant.

His five years of service included an assignment as commanding officer of the transport ship USS Cape Johnson which supported five amphibious landings in the South Pacific. He was later in charge of an ocean sounding unit.

Leaving active Navy service as a commander in 1946, Hess returned to Princeton. In 1950 he was named chairman of the department of geology and later was elected a member of the National Academy of Sciences. Active in the naval reserve, he was promoted to rear admiral in 1961.

The ship bearing his name is manned by 69 MSC Civil Service mariners, 27 Navy personnel who operate the survey equipment, and 14 civilian scientists and Navy technicians who conduct the surveys.

The ship will spend an average of 280 days per year at sea, mapping contours of the ocean bottom and measuring variations in earth's gravitational and magnetic fields.

Hess is homeported in San Francisco and under the operational control of MSC, Pacific. Master of the Hess is Capt. Robert C. Sandquist, a veteran of MSC special project ship operations. The ship was converted for use as a deep ocean survey ship by National Steel and Shipbuilding Co. in San Diego.

Before the conversion, however, the MSC, Pacific maintenance shop and the electronic division completed modifications to the ship's Loran navigational system, electronic communication's security system and replaced the bridge radar scope. ⚓

Happy to be alive, these Vietnamese were among 35 rescued by the crew of the American Trader.

American Trader Crew Saves 35 Vietnamese From Sinking Boat

By Louis R. Granger

"I looked down at the faces of the women, and saw the kids looking up, and thinking about the condition of their boat, I knew we just couldn't sail off and leave those people. So we brought them on board," said Capt. Edward Lane, Jr., master of the SS American Trader.

Chartered by Military Sealift Command, the tanker, two days earlier, on May 17, rescued 35 Vietnamese refugees from a sinking fishing boat about 400 miles southwest of Subic Bay, Philippines.

The refugees, 13 men including three doctors, 11 women and 11 children, left Cam Ranh Bay in what used to be South Vietnam on May 14 in two small fishing boats. They soon rendezvoused with a larger fishing boat for their journey to some other country.

The refugees told Captain Lane they sighted seven ships but were not sure whether their boat was seen by all the vessels. He reported that, "One of the ships stopped and talked to them but didn't even give them water, food or anything. It just sailed on.

"I understand they were kind of

A few hours earlier this happy group had all but given up survival.

giving up hope for anyone stopping to give them help," he said.

Captain Lane apparently was the first one to sight the boat. "We could see the boat was heading on an intercept course and we could see several white flags flying. When we got a little closer we could see people waving."

The American Trader was slowed and moved alongside the boat. One of the refugees threw a line to the tanker and the crew tied it alongside. Seeing the boat was sinking, Captain Lane decided to take the refugees on board and sailed to Subic Bay, the ship's original destination to discharge jet fuel. The Trader was loaded at Bahrain in the Arabian Gulf and sailed May 2.

American Trader arrived late May 18 and following negotiation between the Philippine and U.S. governments, the refugees were transferred to the U.S. Naval Base, Subic Bay. They will be relocated by the United Nations Humanitarian Commission of Refugees.

Subic Bay was a major staging area for refugees in the spring and summer of 1975. Some 70,000 Vietnamese and Cambodians passed through the base. Between March 28 through May 15, 1975, MSC controlled cargo ships transported more than 179,000 Vietnamese refugees from South Vietnam to various refugee camps, including Subic Bay.

The American Trader is a 27,600-deadweight-ton ship operated for MSC by the American Trading Transport Co., of New York City.

After their rescue the survivors were taken to Subic Bay and will be relocated.

Taluga, Lipan Share a Shave

Seldom are two MSC fleet support ships in the same port at the same time, let alone in the same drydock. But when it does happen, the event is more than something for the record book. For MSC, it means money in the bank.

MSC was fortunate enough to have both the oiler USNS Taluga and fleet ocean tug Lipan in the same drydock for a five-day "shave and haircut" as it is called in the vernacular of the shipyard.

The work involves getting the ship in shape below the water line. Sea growth is sandblasted away and the hull is painted. Salt water intakes and sea valves are overhauled and the rudder, shaft and propeller are inspected.

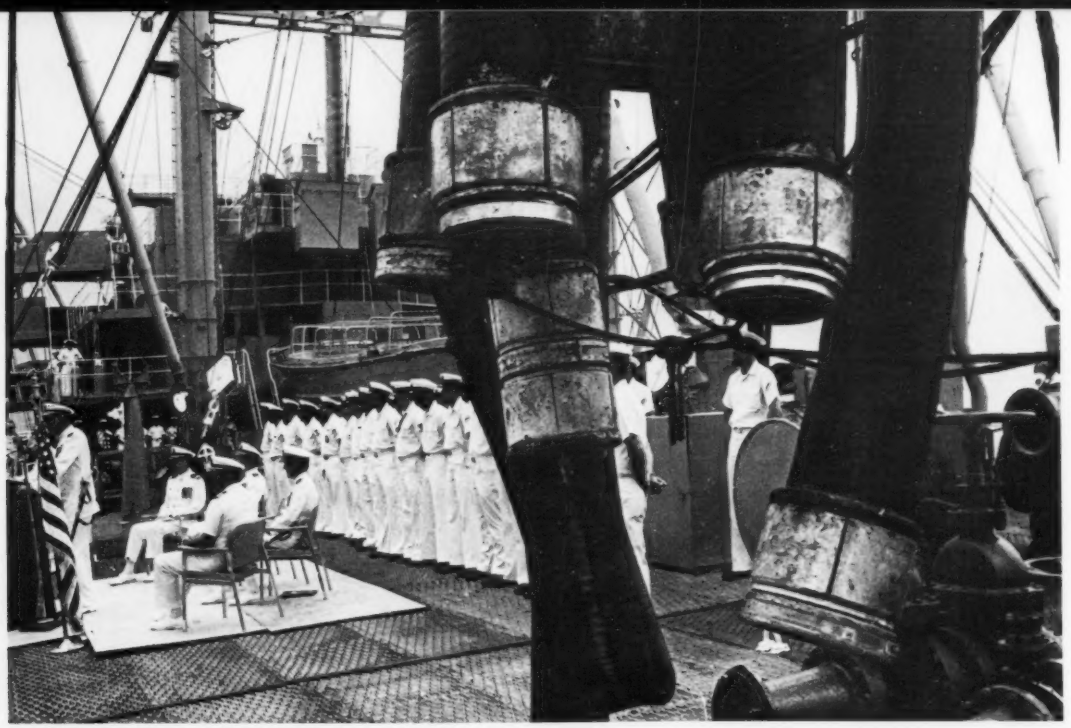
As luck would have it, Todd Shipyards Corp., San Francisco, had a big enough drydock available to accommodate both ships at the same time and Lady Luck helped MSC save $20,000.

MSC, Pacific had advertised for bids for drydocking the Taluga in February. The company chose to lift Taluga in its largest floating dock because no smaller one was available.

When MSC, Pacific advertised for offers on the Lipan, Todd again was the low bidder. The two ships arrived at Alameda in March and were lifted simultaneously for the five-day docking. Taluga was displacing about 12,000 tons at the time of the lift, and Lipan 1,500 tons.

The combined lift was no problem for the 25,000-ton capacity dock. Work was completed on schedule and savings were approximately $20,000.

Lipan (foreground) and Taluga occupy the same drydock in preparation for their annual "shave and haircuts."



USNS Neosho hoses framed participants in the transfer ceremonies.

Future Brightens For USNS Neosho

By Rick Kenney

Photos by PHC John Francavillo and SN Marci Clark

"She sure has changed!" After more than 20 years, Denis Seig was again standing on the decks of the USS Neosho. "You ain't seen nothing yet," he was told by Military Sealift Command Chief Engineer Charlie McAndrews. "Wait till we get through with her in the shipyard."

Seig, a Neosho plank-owner, had come to the Military Ocean Terminal in Bayonne from his home in Edison, New Jersey, after reading in the local newspapers that his former ship was to be decommissioned and assigned to the Military Sealift Command for continued operation as a fleet oiler.

Seig was a special guest at pierside ceremonies marking the assignment of the ninth fleet oiler to the Military Sealift Command. Neosho is assigned to the MSC, Atlantic area command. The turnover ceremony was the first to occur at Bayonne and the Atlantic staff took advantage of the opportunity to host guests representing a broad spectrum of the maritime industry, as well as local civic and military officials, during traditional decommissioning rites.

Capt. Paul L. Sinski, new master of the Neosho, formally relieved Navy Capt. Charles G. Tate. Capt. Herman E. Fritzke, Jr., the Atlantic commander, accepted delivery of the ship from Rear Adm. Thomas J.

Hughes, commander of Service Group Two, to which the ship previously was assigned. Invocation and benediction were given by Cmdr. David L. Windle, chaplain.

In keeping with the tradition that fleet oilers bear the name of U.S. rivers that have Indian names, the ship carries the name of the 460-mile long river flowing southeast into Oklahoma. Natives of that area refer to it as the Grand River. She is the fourth ship to bear the name, the first Neosho being an ironclad of the famous "Monitor" class which was built in 1863.

The second Neosho (AO-23) survived the Japanese attack on Pearl Harbor only to be sunk in May 1942 during the battle of Coral Sea after an attack by more than 20 Japanese bombers and a suicide plane. The name was later assigned an oiler which served with distinction in the Pacific during the remainder of World War II.

The 656-foot Neosho is the lead ship of a class of large cargo capacity, high speed oilers designed to support aircraft carriers. Launched in November 1953, Neosho saw duty during the Suez Crisis of 1956, the Cuban quarantine in 1962, the Dominican Republic conflict in 1965, and Task Force 200, a bicentennial naval cruise which ranged from New York to Puerto Rico in 1976. She is a veteran of more than 3,500 underway replenishments during which her crews delivered some 900 million gallons of petroleum.

As the U.S. Navy crew filed off the ship, they were replaced by the MSC civilian crew led aboard by First Officer John Lawrence, Chief Engineer McAndrews and Chief Steward Pedro Cortes.

Captain Tate, in dismissing his crew, lauded them for their support and their cooperation in preparing the ship for turnover. He wished the MSC crew well in future operation of the ship. Captain Sinski, in setting the first watch, replied that his crew would attempt to maintain the standards set by the Navy crews aboard Neosho. Although the new Neosho crew will be predominantly civilian, a

During his keynote address, Rear Adm. Thomas Hughes said the Neosho is beginning a new phase in its naval career.

Saluting officers are clockwise from left, Capt. Charles Tate, Cmdr. David L. White, Rear Adm. Thomas Hughes, Capt. Herman Fritzke and Capt. Paul Sinski.

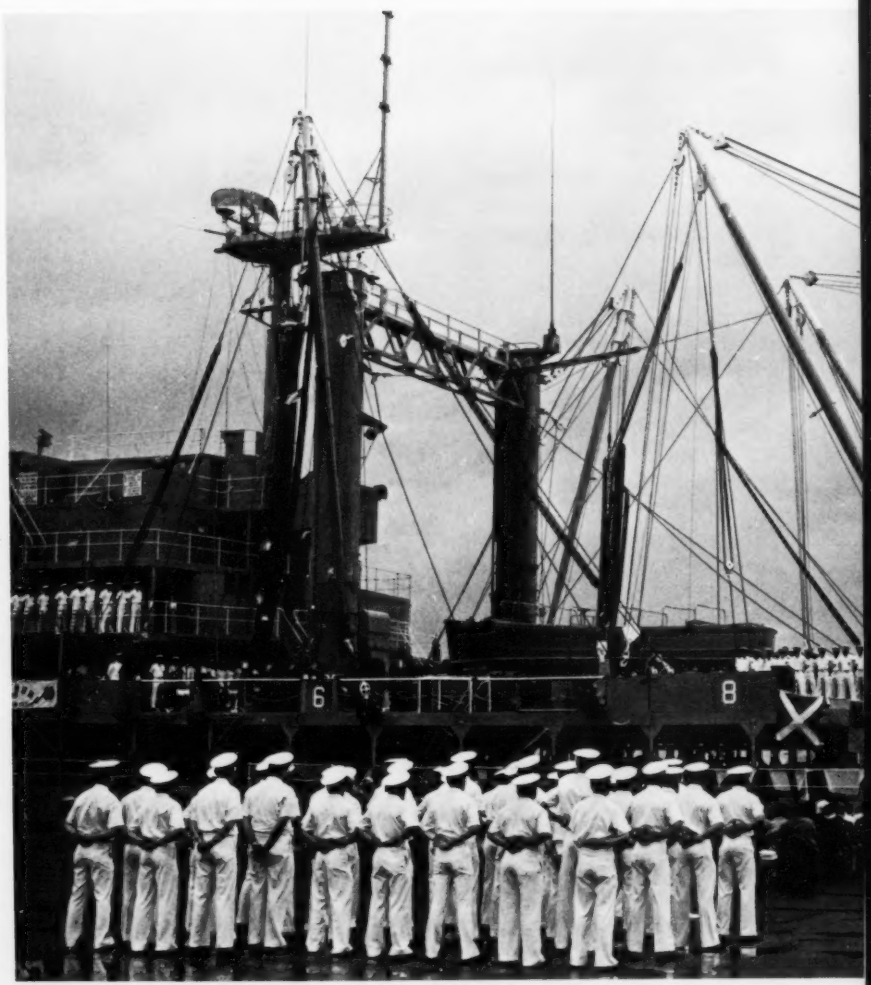
small department of Navy men will be assigned to provide communications and liaison expertise—as on other MSC manned oilers.

In his keynote remarks, Admiral Hughes stressed the vital mission of the ships of the service force, to keep the combatants ever-ready to react to any crisis or challenge. He emphasized that this was not the end of the ship's naval career, but rather the beginning of a new phase in her history. He also complimented the eight oilers currently in service with the MSC fleet and indicated that he looked forward to Neosho's return to fleet duty.

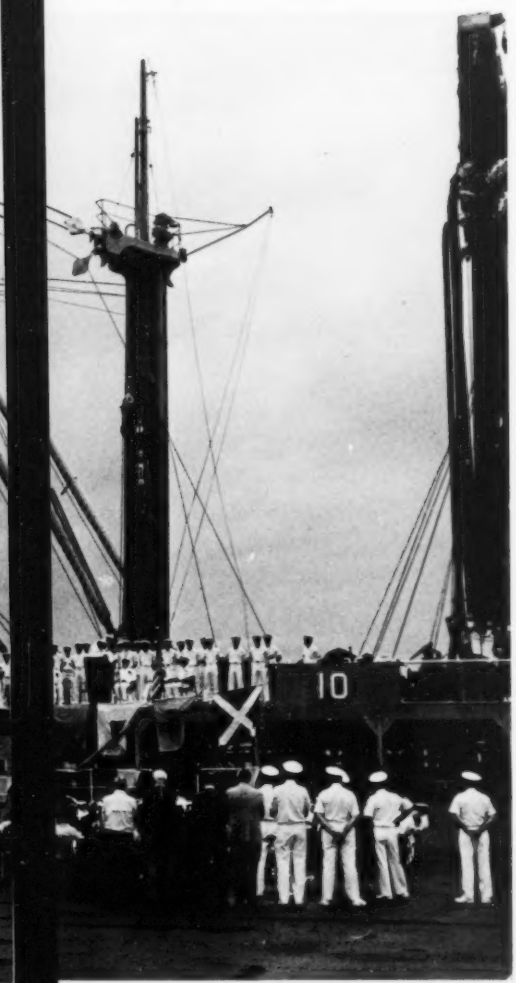
In accepting the ship on behalf of Rear Adm. John D. Johnson, Jr., commander of Military Sealift Command, Captain Fritzke spoke of the benefits that have been derived from Civil Service manning of fleet support ships and pledged that Neosho would continue to enhance the reputation of MSC, a reputation built by the professionalism and dedication of the civilian mariners and military department personnel like those who will now man her stations.

Among those attending the ceremony were Mayor Dennis P. Collins of Bayonne; Capt. Robert E. Pray, commanding officer of the Naval Support Activity in Brooklyn; Air Force Col. Robert E. Nugent, deputy commander of the Military Traffic Management Command, Eastern Area; Army Col. Kevin L. Maher, commander of the Military Ocean Terminal Bayonne, and Mr. & Mrs. Seig and their son.

The Seigs were singled out for a special welcome and guided on a tour of the ship by both the Navy and Civil Service ship's officers. Their names were entered in Neosho's original cruise book, on a blank page to be entitled: "Neosho's Second Career." Seig can now boast that he was there for the start of both. ⚓



A portion of the Neosho military detachment and two MSC officers wait to board the ship. From left are RMSN Jerome Bartz, RM2 Randy Ferguson, RM3 Robert White, RM3 Alvin Ray, RMSN Virgil Lessane, Lt. Joseph Woodford, 1st Officer John Lawrence and Chief Engineer Charles McAndrews.



Capt. Herman Fritzke officially accepts the ship on behalf of the MSC commander.

Sailors in white line the pier and decks during decommissioning and transfer of the Neosho to MSC.

The portrait in the background is that of Rear Adm. Harry Hess, a Navy geologist and geophysicist who died in 1969. Admiral Hess gained fame as a scientist, naval officer and educator during a busy career. In his memory, MSC has named after him a newly acquired deep ocean survey ship. At ceremonies at Oakland, Calif., the widow of Admiral Hess received a commemorative silver punch bowl from Capt. Robert Sandquist (left), master of USNS Hess, who has since retired, and Cmdr. John Keigler of the Reserve Voluntary Training Unit 0415, Princeton, N.J. Story page 16.

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